

Appl. No. 10/084,834
Amdt. Dated September 26, 2006
Reply to Office Action of June 28, 2006

Attorney Docket No. 83388.0001
Customer No.: 26021

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REMARKS

This application has been carefully reviewed in light of the Office Action dated June 28, 2006. Claims 1-22 remain in this application. Claims 1, 2, 3, 6, 7, and 8 are the independent Claims. Claims 1-6, 8, 11, 13, and 14 have been amended. It is believed that no new matter is involved in the amendments or arguments presented herein. Reconsideration and entrance of the amendment in the application are respectfully requested.

Specification Amendment

The Office Action requests Applicant to correct any known mistakes in the Specification. Applicant has amended Specification accordingly. Recordation of the specification amendment is respectfully requested.

Non-Art Based Rejections

Claims 1 and 2 were rejected under 35 U.S.C. § 112, second paragraph, for indefiniteness. Moreover, the Office Action requests Applicant's assistance in correcting similar errors in the claims.

In response, claims 1-6, 8, 11, 13, and 14 have been amended to address the issues asserted in Office Action. Reconsideration and withdrawal of the above § 112 rejections are thus respectfully requested.

Art-Based Rejections

Claims 1-15 and 17-22 were rejected under 35 U.S.C. § 102(e) over U.S. Patent No. 6,677,854 (Dix); Claim 16 was rejected under 35 U.S.C. § 103(a) over the same. Applicant respectfully traverses the rejections and submits that the claims

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herein are patentable in light of the clarifying amendments above and the arguments below.

The Dix Reference

Dix is directed to a method for determining where vehicle servicing or maintenance is required. (See *Dix; Abstract*). According to Dix, the method includes the step of periodically storing a multiple of values indicative of physical parameters of a vehicle in an electronic memory of the vehicle. The multiple of values are transmitted over at least one wireless link to a remote maintenance computer. The multiple of vehicle parameters are analyzed in the remote maintenance computer to determine if maintenance is needed. Data indicative of needed maintenance are transmitted over the wireless link to the vehicle. A message indicative of the needed maintenance is displayed to the operator. (See *Dix; col. 1, lines 49-61*).

The Claims are Patentable Over the Cited References

The present application is generally directed to methods of assisting equipment maintenance.

As defined by amended independent Claim 1, an equipment maintenance work assisting method includes accepting and storing a maintenance service content which a customer has specified from a customer system, and information indicating a range that can be disclosed about a customer equipment.

The equipment information about the customer equipment according to the maintenance service content, which has been loaded from the customer system, is fetched and analyzed to decide whether a condition for performing maintenance is satisfied.

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When it is decided that maintenance is required, a maintenance service assisting program for maintenance order is created, including information that is a basis of determining the maintenance is required, and information required for maintenance order. The program is transmitted to the customer via a network.

The applied reference does not disclose or suggest the features of the present invention as recited by the claims. In particular, Dix does not disclose or suggest, "accepting and storing a maintenance service content which a customer has specified from a customer system...", and "fetching... equipment information about the customer equipment according to the maintenance service content which has been loaded from the customer system," as required by amended independent Claim 1.

On page 5 the Office Action asserts, , that Dix discloses the feature that the information service assisting program is transmitted to the customer via a network by teaching, "whenever the central controller determines that servicing is necessary, it takes one or more actions. These actions may include transmitting a signal back to the vehicle over a wireless link. This signal sent to the vehicle directs the vehicle to display a message to the operator indicating the operator takes some vehicle-related action." (See *Office Action*; p. 5, last two lines – p. 6, line 5; see *Dix*; col. 2, lines 39-41). Here the "customer" recited in amended independent Claim 1 is identified as the operator of vehicle in Dix.

Regarding the feature that a customer specifies from a customer system a maintenance server content, the Office Action asserts that Dix teaches, "periodically storing a plurality of values indicative of physical parameters of a vehicle in an electronic memory of the vehicle." (See *Office Action*; p. 5, lines 1-3; see *Dix*; col. 2, lines 15-19).

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The relevant portion of Dix is recited herein:

"The vehicle may gather the data by periodically monitoring sensors on the vehicle, such as engine oil level, pressure and temperature sensors mounted to the engine... The data gathered by the vehicle is transmitted over a wireless communications link to a central processor that stores the information from each vehicle in a data structure or structures that are associated with each vehicle. The data stored by the central controller may include any or all of the data items identified above. By analyzing the data associated with the vehicle, the central controller can take one or more actions relating to the servicing and maintenance of the vehicle. For example, it can determine whether specific servicing is necessary for the vehicle." (See *Dix*; col. 2, lines 3-15).

The cited portion demonstrates the data are collected and transmitted by the vehicle, and not the operator of the vehicle. Accordingly, Dix cannot be said to disclose or suggest, "accepting and storing a maintenance service content which a customer has specified from a customer system," as recited in amended independent Claim 1.

Regarding the feature fetching equipment information about the customer equipment according to the maintenance service content, the cited portion of Dix demonstrates that Dix teaches the vehicle, or customer equipment, transmits the equipment information directly to the central processor. Dix thus does not teach or disclose the operator (customer) specifying a maintenance service content, and the central processor fetching the equipment information (vehicle data) in accordance with that maintenance service content.

Accordingly, Dix does not teach or suggest the above features of the present invention as recited in amended independent Claim 1.

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Since the applied reference fails to disclose, teach or suggest the above features recited in amended independent Claim 1, that reference cannot be said to anticipate or render obvious the invention which is the subject matter of that claim.

Accordingly, amended independent Claim 1 is believed to be in condition for allowance and such allowance is respectfully requested.

Applicant respectfully submits that independent Claims 2, 3, 6, 7, and 8 are allowable for the least the same reasons as those discussed in connection with amended independent Claim 1.

The remaining claims depend either directly or indirectly from independent Claims 1, 2, 3, 6, 7, and 8, and recite additional features of the invention which are neither disclosed nor fairly suggested by the applied references and are therefore also believed to be in condition for allowance, and such allowance is respectfully requested.

Conclusion

In view of the foregoing, it is respectfully submitted that the application is in condition for allowance. Reexamination and reconsideration of the application, as amended, are requested.

If for any reason the Examiner finds the application other than in condition for allowance, the Examiner is requested to call the undersigned attorney at the Los Angeles, California telephone number (213) 337-6809 to discuss the steps necessary for placing the application in condition for allowance.

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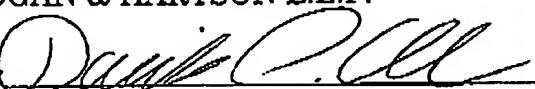
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If there are any fees due in connection with the filing of this response, please charge the fees to our Deposit Account No. 50-1314.

Respectfully submitted,

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